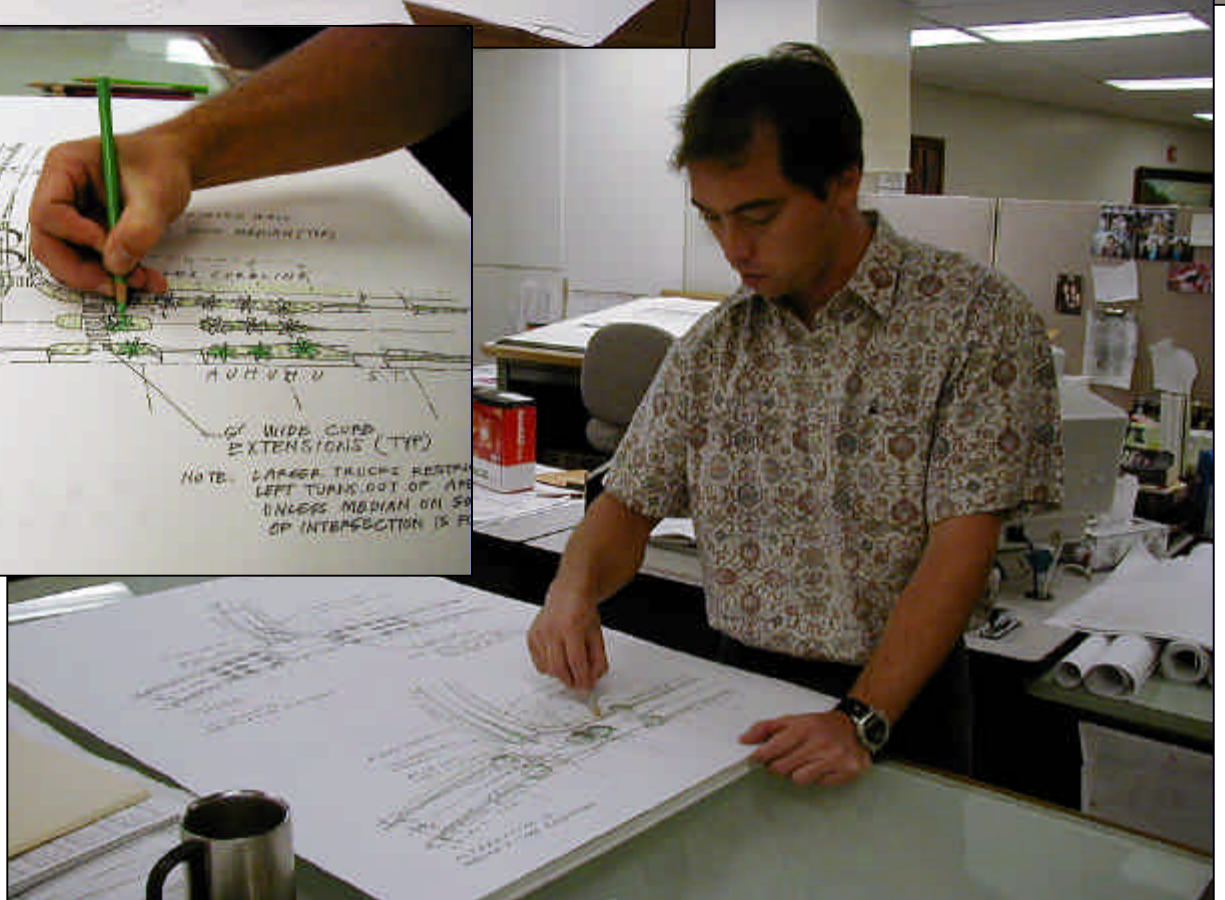
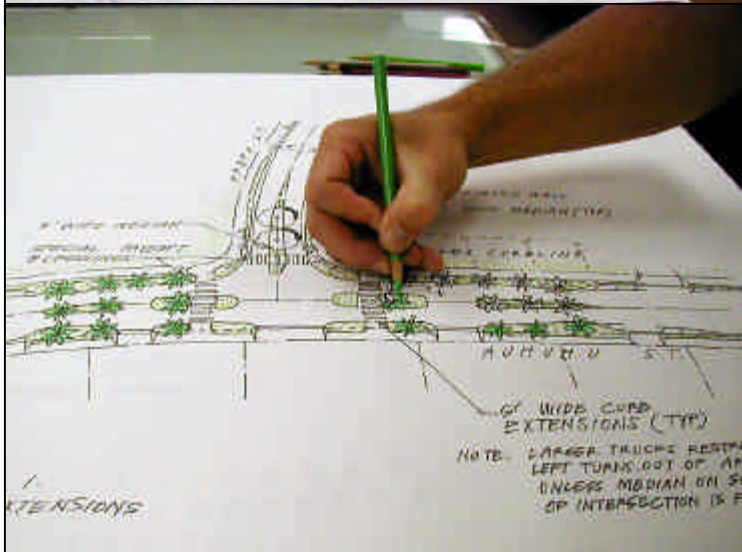
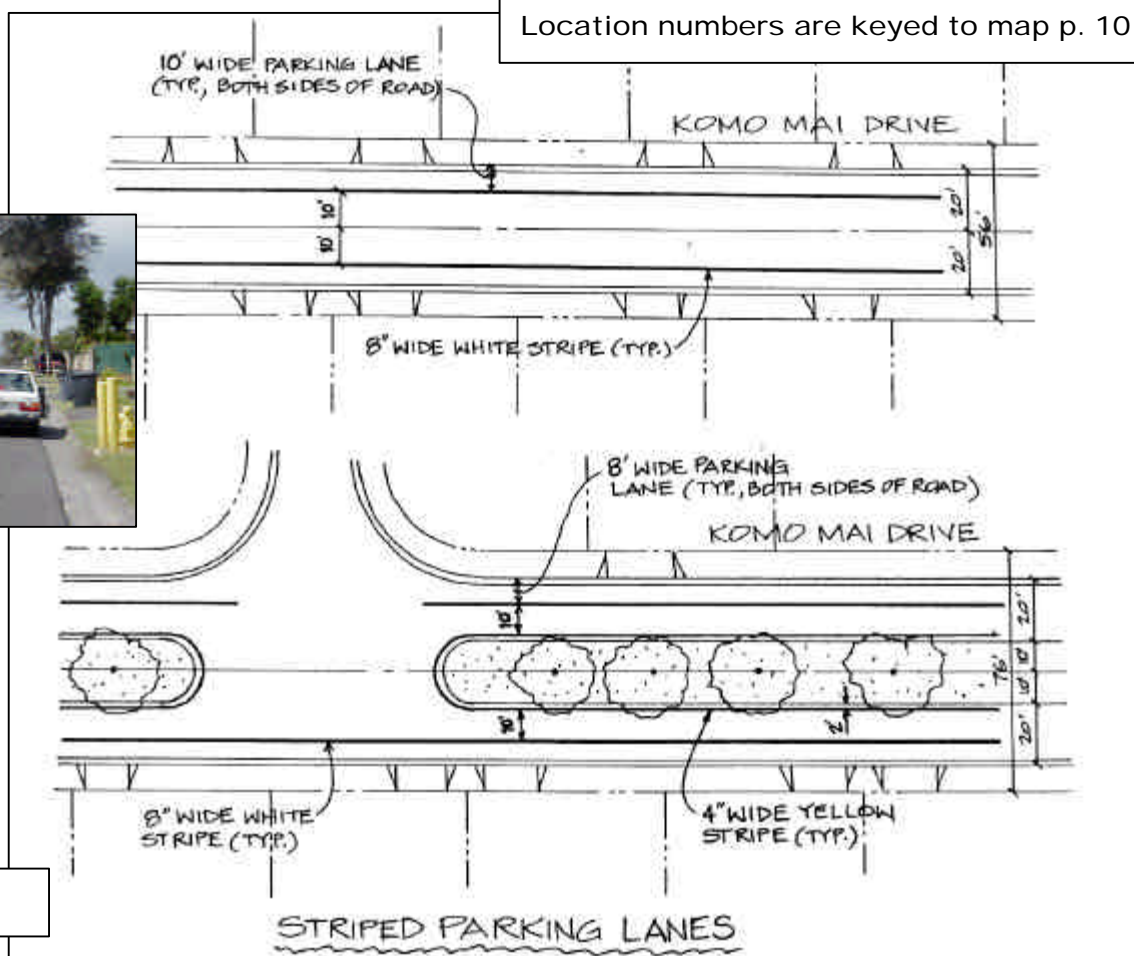


Alan Fujimori A.S.L.A., and Kevin Mendes, P.E. drew conceptual plans to address traffic volume, speed, pedestrian, motorist and bicycle safety and noise reduction concerns. The specific treatments are described in detail in the following pages. The map on the preceding page shows the approximate location of the measures. Residents were given this map and the conceptual designs were presented at the final workshop.

Residents' priorities are shown in **bold** on map on preceding page.



Location numbers are keyed to map p. 10



Location 1

The first recommendation was to stripe Komo Mai Drive with a ten-foot parking lane and mark the parking stalls. The road is actually wide enough to have two lanes, but it is not marked as two lanes so people use it as one extremely wide lane and speed into and out of the neighborhood. Few drivers park on the street for fear of having their car hit.

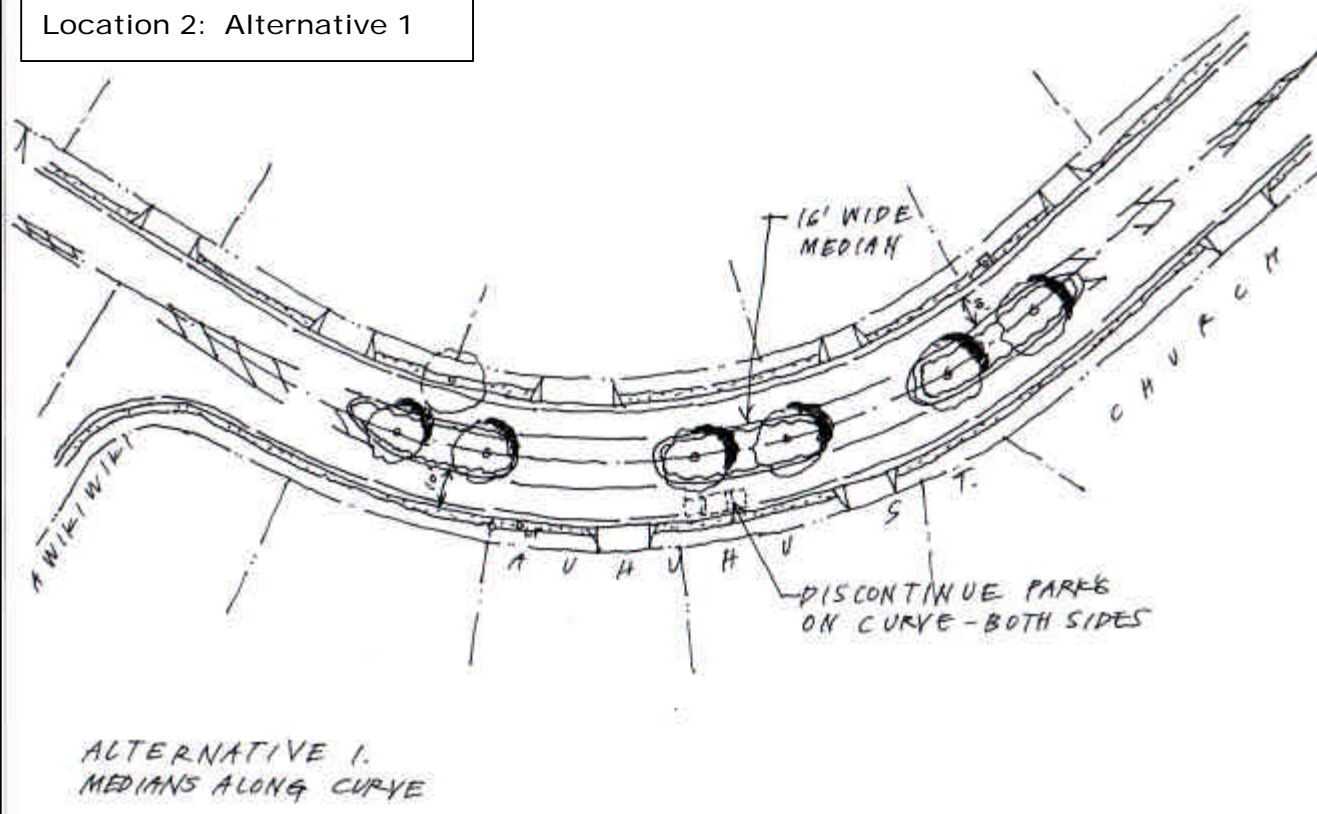
The traffic volume here is moderate and does not warrant a four-lane roadway. Marking travel lanes and parking will help protect parked cars and make people feel more comfortable parking their cars on the road. The picture above shows the roadway would still function properly with the marked lanes. Drivers appeared less confused when cars were parked because people could not weave about in the one wide lane, nor could they attempt to pass as witnessed earlier in the day. Traffic just moves along in a single, steady stream.

Originally the design team suggested that Komo Mai be restriped from the entrance of Pacific Palisades to Amakua Drive. At the follow-up charrette residents asked for that recommendation to extend for the full length of Komo Mai Drive. The residents ranked restriping the full length of Komo Mai as the third highest priority.

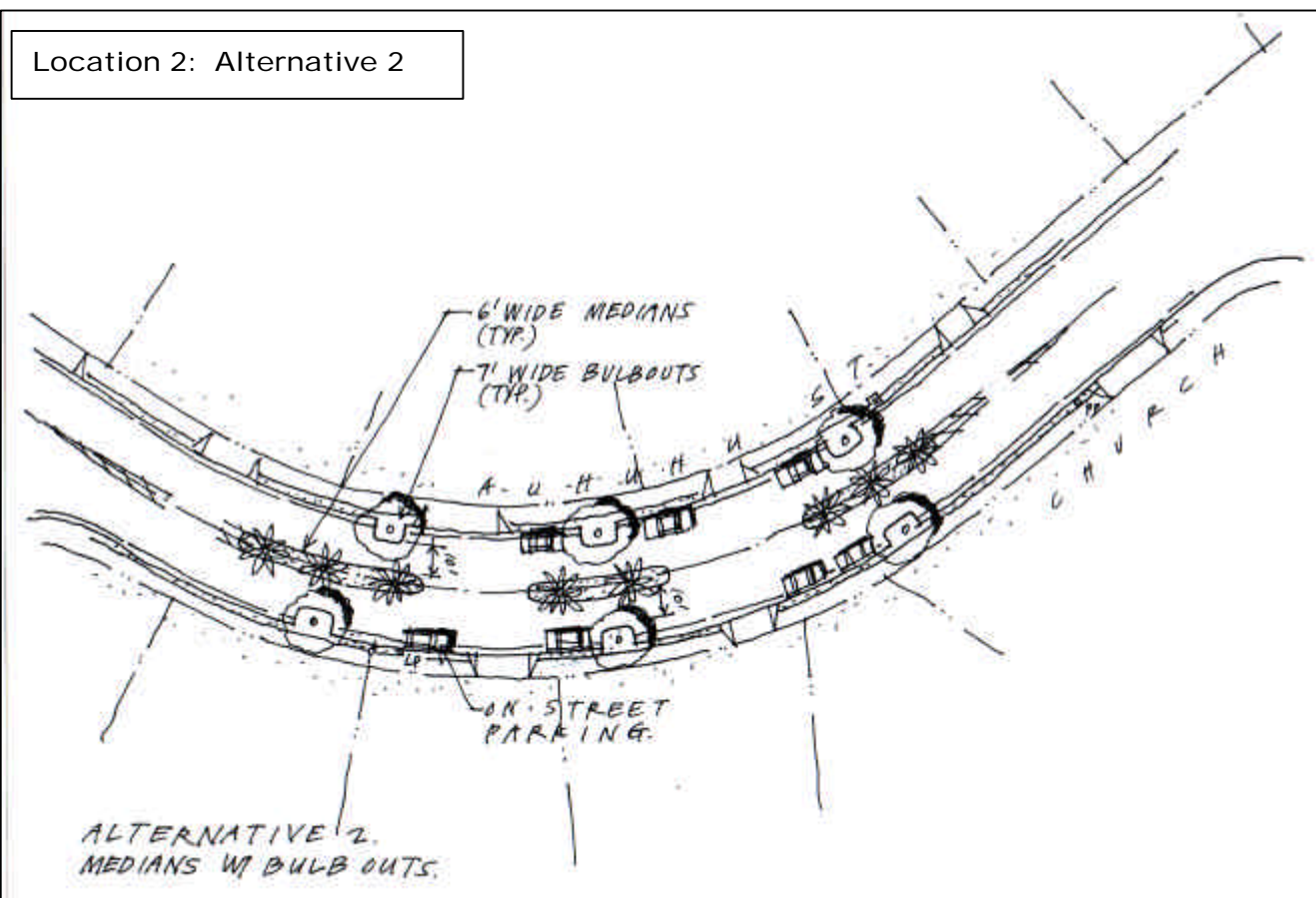
The section with the median shown above (20' existing paved surface each side) should be striped as a single 10' wide travel lane on each side, with a 2' buffer next to the median and an 8' parking lane. The section without a median (mauka of Amakua) should be striped as two 10' travel lanes.



Location 2: Alternative 1



Location 2: Alternative 2





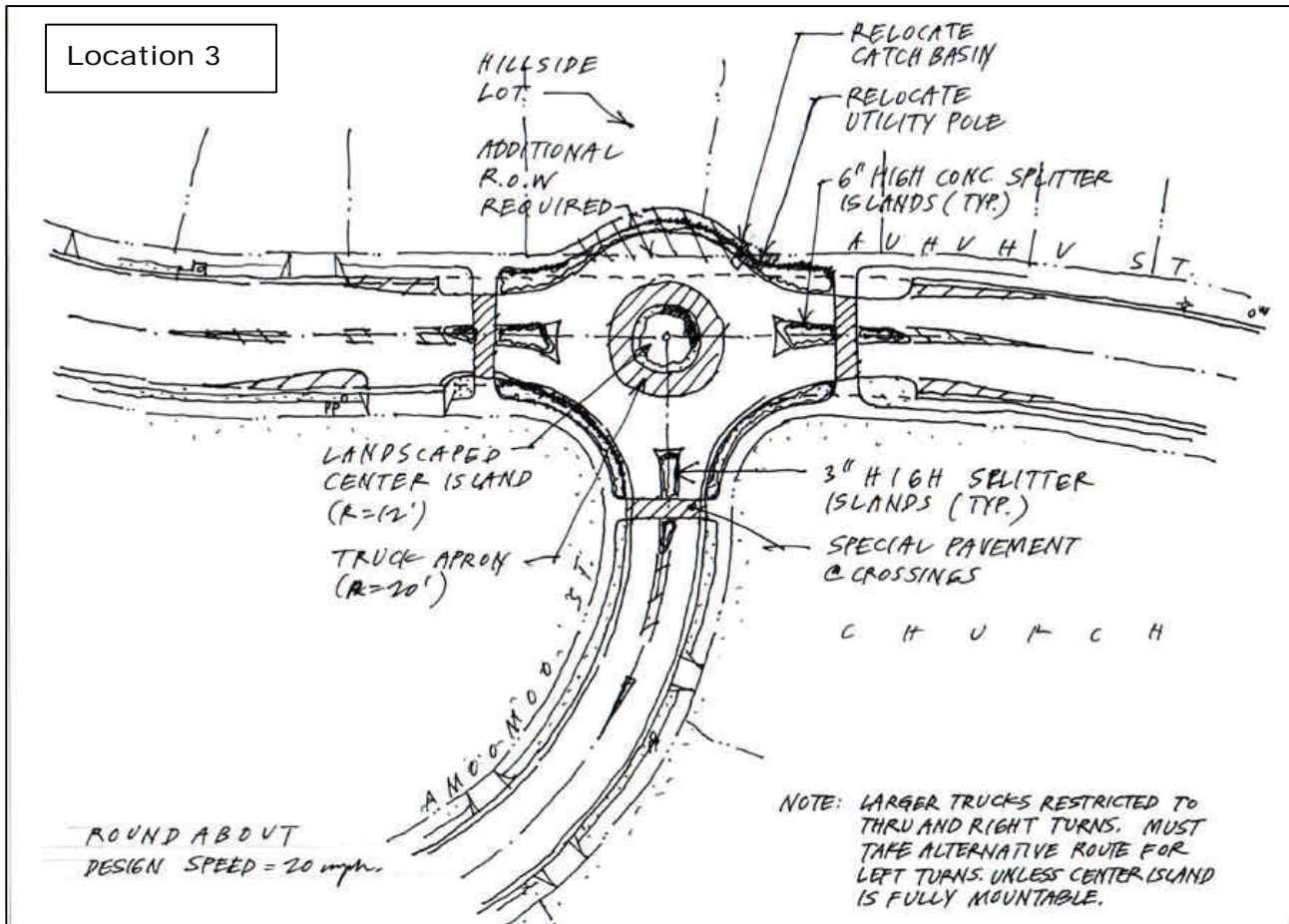
The design team generated two alternatives for Auhuhu Street at the curve near the bottom of the hill between Awikiwiki and Amo'omo'o Streets (designs on preceding page). **Alternative 1** would prevent drivers from crossing the centerline by adding a 16' wide median that is segmented throughout the length of the curve. The median would allow for driveway access but eliminates parking on either side of the street. This median has enough space to be nicely landscaped.

**Alternative 2** would include a narrower 6' wide median to retain parking. The narrow median would still allow for some landscaping, and would still prevent people from crossing the centerline. Parking would be permitted and could be protected by 7' wide bulbouts. These bulbouts should also be landscaped with trees.

In both cases, a 10' wide travel lane on each side would allow full vehicular access while moderating speeds through the curves.

Residents felt these were good options, and they preferred the narrow median with the tree bulbouts and parking. It was not selected as one of the top four priorities for this round of funding, yet residents wanted to be sure to keep it in mind for the future.





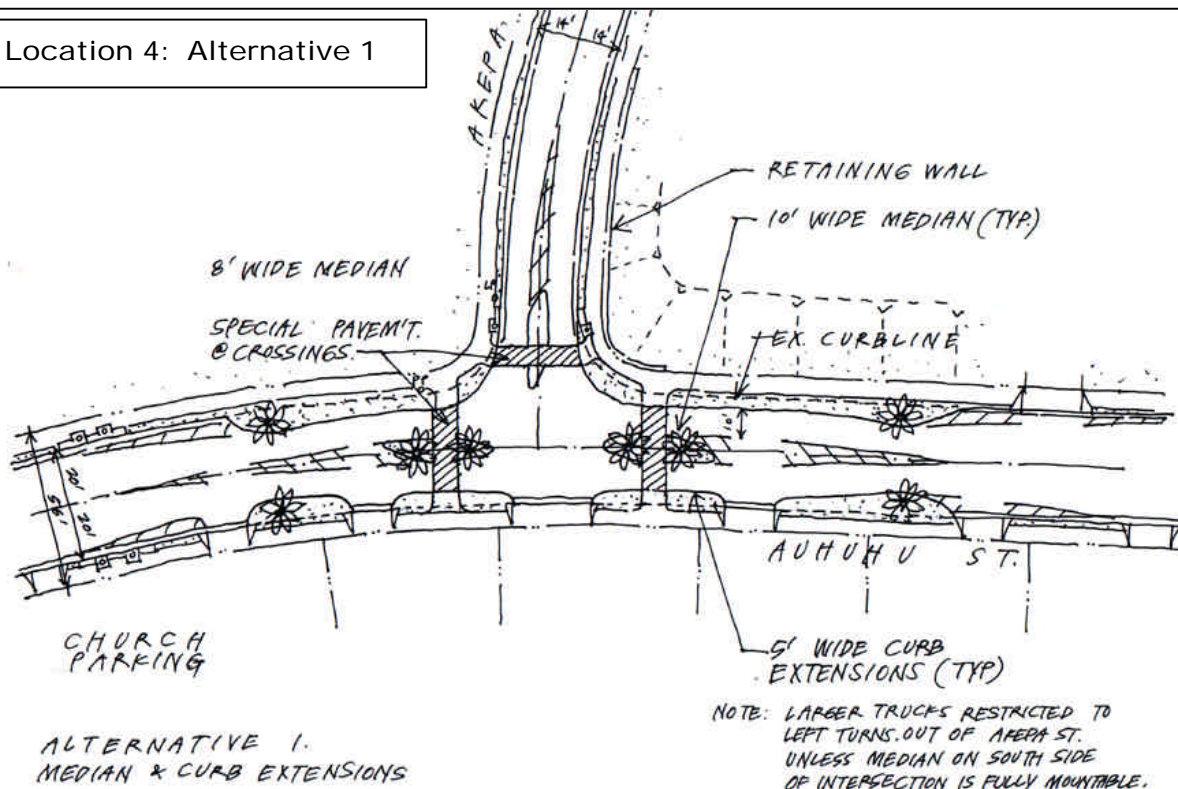
Residents suggested a roundabout for the intersection of Auhuhu Street and Amo'omo'o Street. This intersection is near the bottom of the hill on Auhuhu Street; by the time most vehicles reach this part of the road they are traveling quite fast. Since Amo'omo'o is only a block from the park and two blocks from the school, it was important to improve the intersection's safety for pedestrians, especially children crossing to the school and park.

During the design workshop, residents said the crossing at the church on the corner of Amo'omo'o has been a problem. They indicated a roundabout would be a good solution at this "T" intersection.

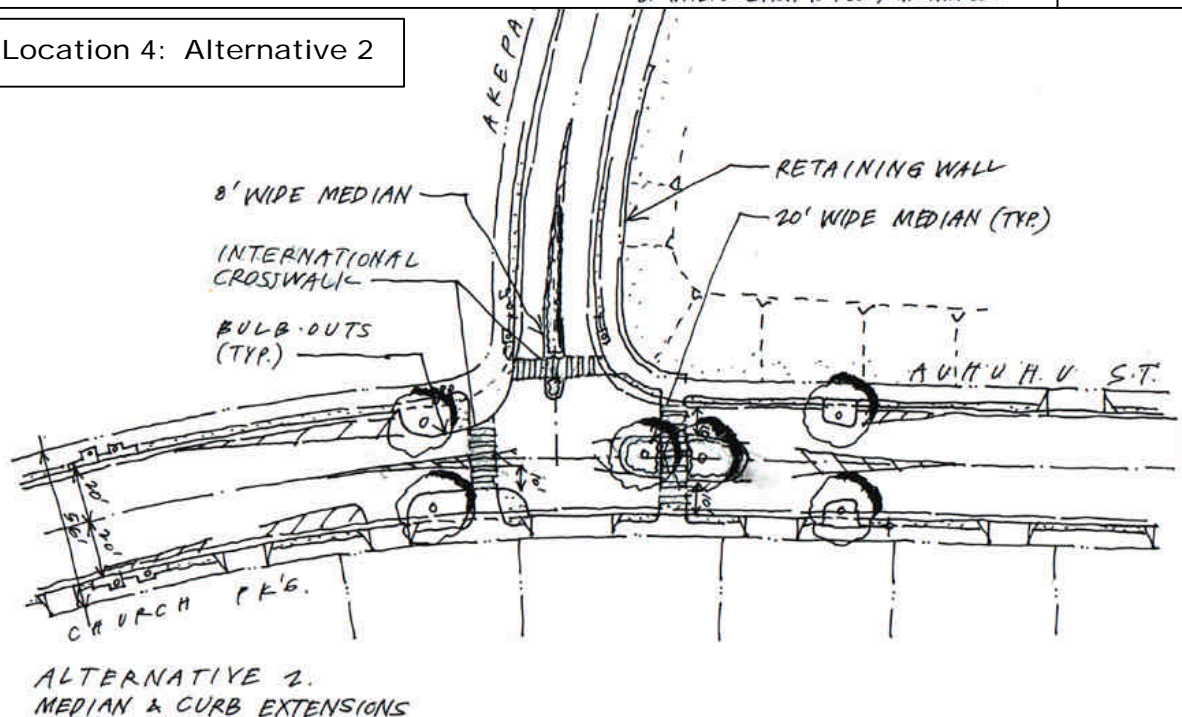
The crosswalks could have international style markings or special pavers like brick or stamped concrete. This allows motorists to see the crosswalk more easily and causes them to reduce speeds as they approach the area. The splitter island on Amo'omo'o would be 2 1/2 inches high so that a large truck or emergency vehicle could mount the curb if necessary. This short splitter island is suggested because of the narrow width of Amo'omo'o. The splitter islands on Auhuhu Street should be the standard six-inch height.

Opposite Amo'omo'o, additional right of way would need to be acquired to provide an appropriate circumference for typical vehicular turning movements. This would require additional time during the design phase prior to construction.

Location 4: Alternative 1

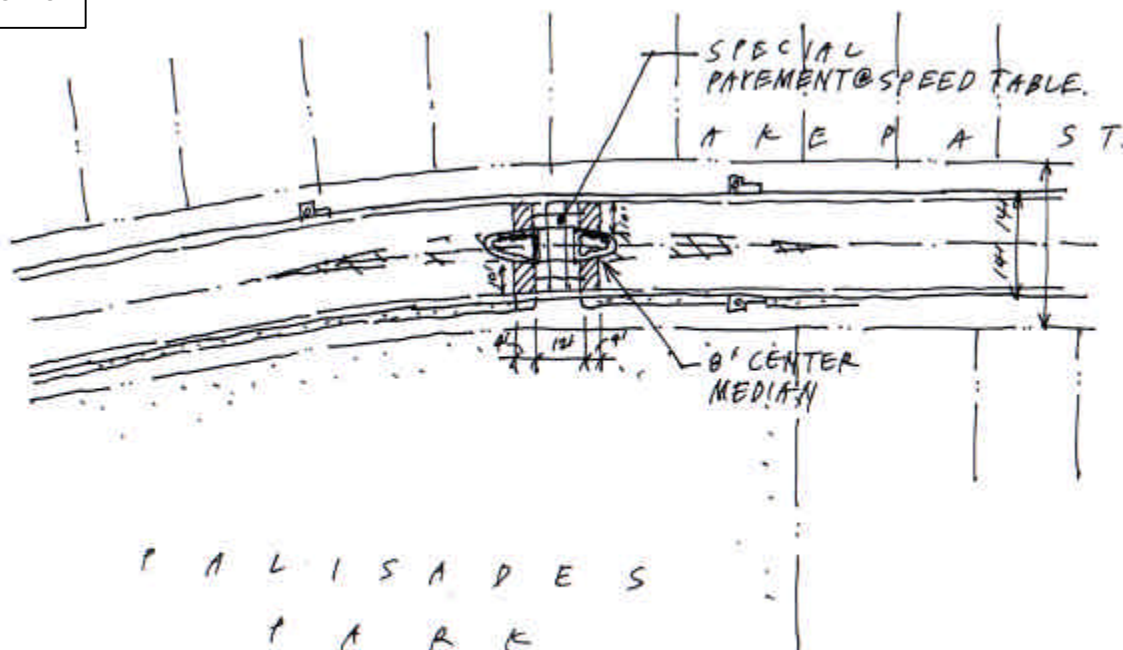


Location 4: Alternative 2



Residents were very concerned about the intersection of Akepa and Auhuhu Streets. This intersection is located on a grade and is near Palisades Playground. Both alternatives include raised medians and bulbouts to control speeds and provide more protected pedestrian crossings. **Alternative 1** would have median islands on both sides, with tapered bulbouts to transition to parking. Larger trucks could only turn left out of Akepa, but could take an alternate route to Komo Mai. **Alternative 2** would have a single wider median on one side of Auhuhu to permit all vehicle movements. Residents selected Alternative 1 as their number 2 priority, but suggested also considering a roundabout at this location.

Location 5



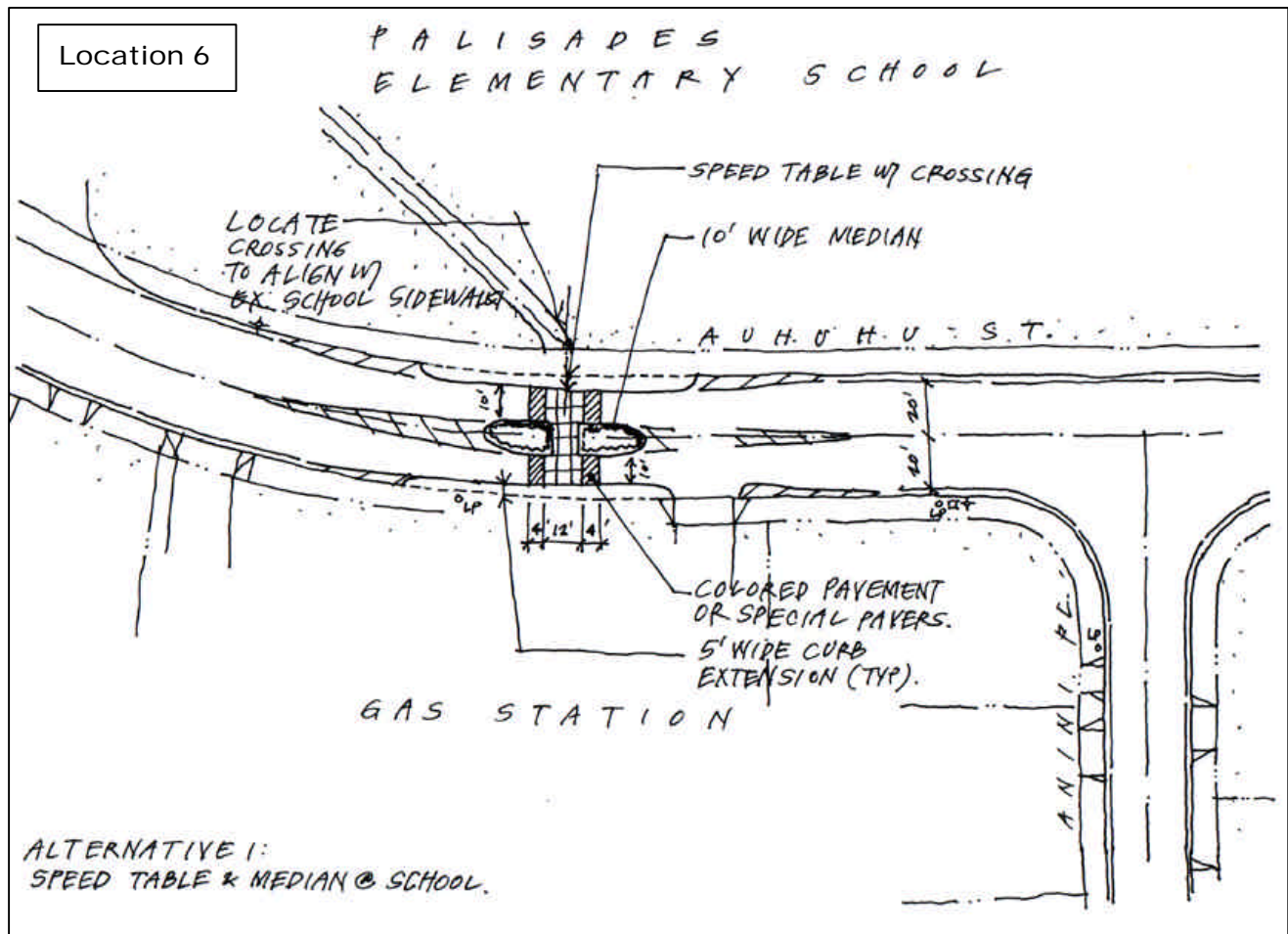
At the first workshop, many residents indicated that speeding was a major problem on Akepa Street, especially near the park. Several residents expressed concern for the number of children in the area.

When asked to draw their solutions on the map, a few of the groups suggested something similar to the above design - a mid-block median crosswalk with a flat-topped speed table. Although the street is only a two-lane road, the lane widths are 14 feet. The mid-block crossing is supported by a raised eight-foot median, which provides a pedestrian refuge island. The median breaks up the roadway into two 10-foot wide travel lanes. This allows pedestrians to cross one lane at a time.

The crosswalk shown above also features a flat-topped speed table, which is much less objectionable than a typical speed bump. This slightly raised treatment uses vertical deflection to slow approaching traffic, as well as contrasting pavement colors for the tapered and flat portions of the speed table. The 12' wide flat-topped portion can be made level with the sidewalk at curb height, with the approach segments tapering gradually down to pavement height (typically 1 in 12 slope).

The use of speed tables has been discussed with Emergency Services personnel, and is considered appropriate for lower-volume neighborhood streets. Parking will have to be held back from the crosswalk to allow for the tapered approach to the median.



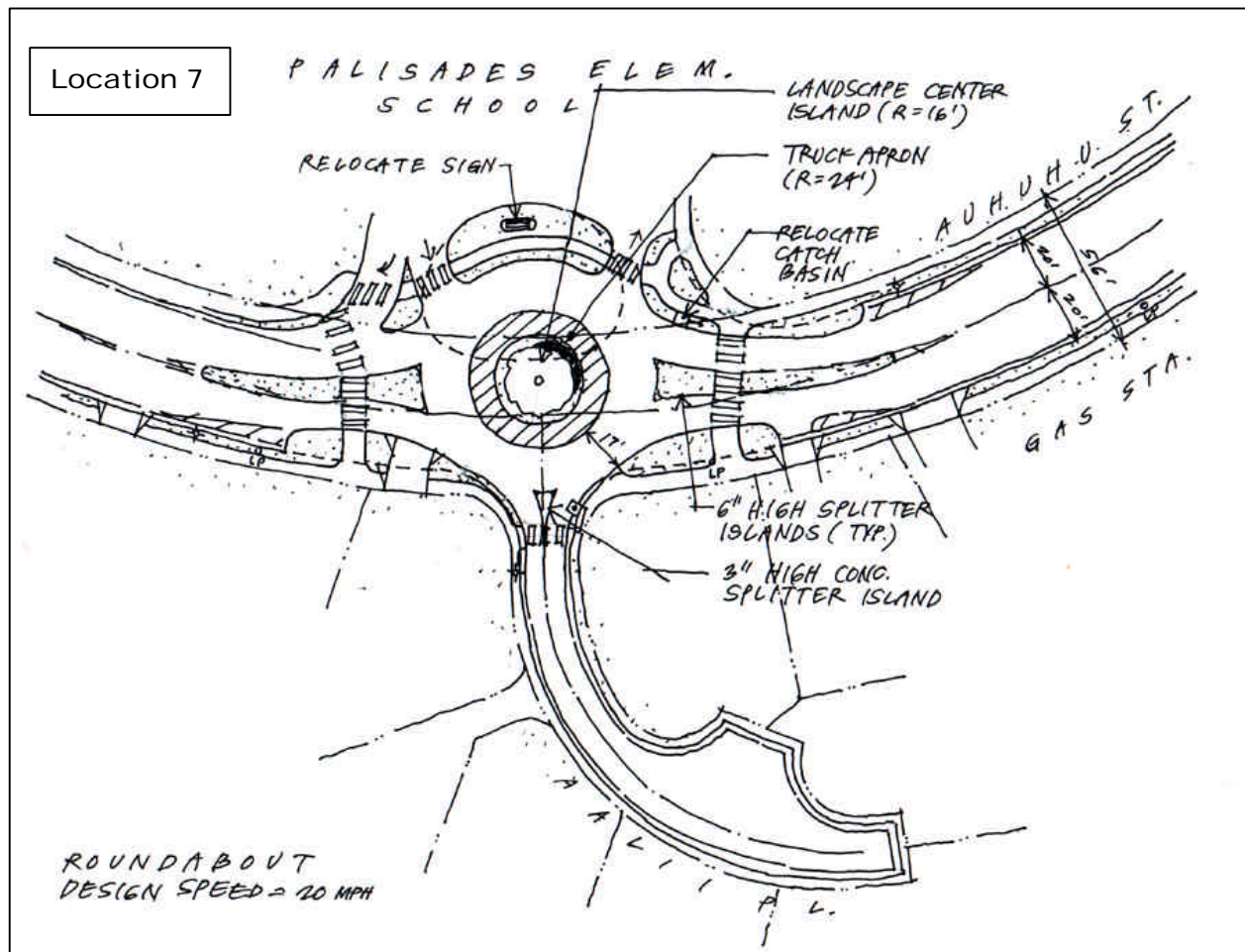


The crosswalk design shown in this diagram is similar to the preceding design on Akepa Street (see previous page). People at the first workshop recognized that countless children cross Auhuhu Street where the school sidewalk meets the street. Although the slope at this location is significant, the lines of sight are good.

Similar to the crosswalk on Akepa Street, the designers suggested installing a median that would separate the road into two 10-foot travel lanes. This median would require painting splitter islands before the motorist reaches the crosswalk because of the curve of the road. A flat-topped speed table was also recommended to provide maximum reduction in vehicle speeds at the school crossing (see detailed explanation on previous page). This crosswalk could be used as a primary school crossing, replacing the JPO-staffed crosswalk located at the Auhuhu/Anihinihi intersection just uphill.

This crosswalk would eliminate parking on both the mauka and makai sides of Auhuhu Street for twenty feet on either side of the median, to ensure visibility of pedestrians in the crosswalk.





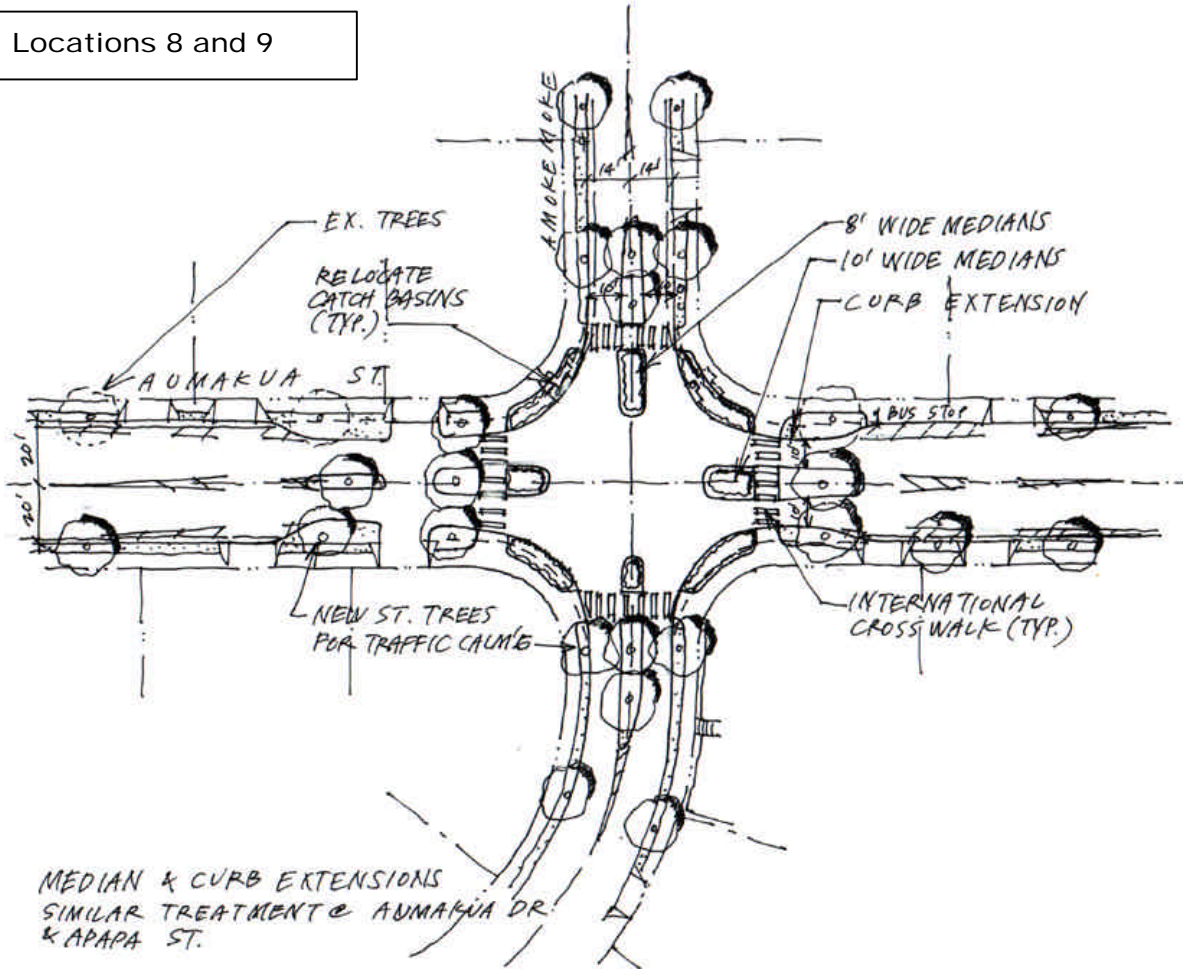
All the groups unanimously drew a roundabout at the entrance to Palisades Elementary School on Auhuhu Street. Workshop attendees felt this was the most critical location in the neighborhood for a traffic calming feature. People said traffic is terrible in front of the school in the mornings and at the end of the day.

The roundabout should help facilitate traffic flowing in a more orderly fashion. It will move cars more efficiently in and out of the school because it makes left turns and U-turns possible from any direction. It will also allow for easier drop off and pick-up.

The roundabout is designed so that cars can travel no faster than 20 miles per hour. On the school side of the roundabout, the traffic pattern at the entry was reconfigured to provide shorter crossing distances at the entry while maintaining vehicular access. The mountable truck apron surrounding the landscaped center island will help ensure buses can still turn into the school entry.

Preliminary discussion of this roundabout was undertaken with the school principal during the workshops, and the concept was well received. Prior to implementation, detailed engineering of the roundabout will have to be coordinated with the school principal, Department of Education, and Department of Accounting and General Services (school buses).

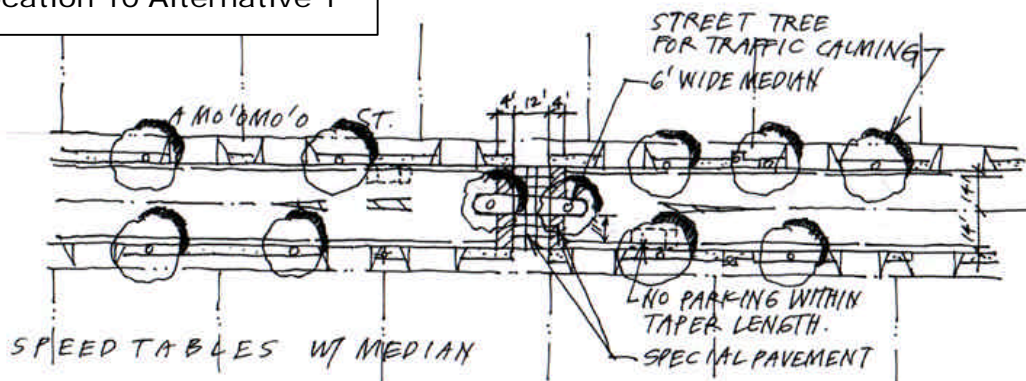
Locations 8 and 9



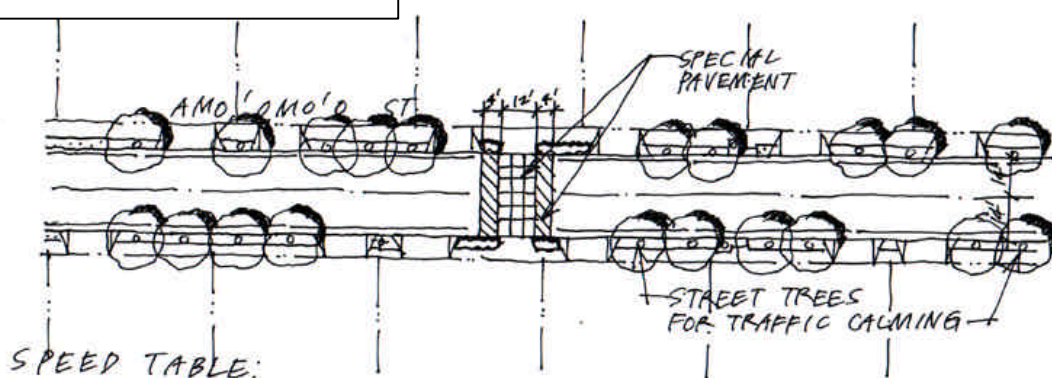
This design for the intersection of Aumakua Drive and Amokemoke Street can also be implemented at the Aumakua/Apapa intersection. A median and crosswalk has been added to each leg of the intersection. The medians are wide enough that trees and other landscaping can be planted. Trees can also be planted at each leg of the intersection to form a canopy over the corner, helping to calm traffic.

The nose of each median extends beyond the crosswalk to the edge of the intersection, helping protect pedestrians in the crosswalk, and deterring motorists from speeding around the corners. The center median is a refuge point for pedestrians.

Location 10 Alternative 1



Location 10 Alternative 2

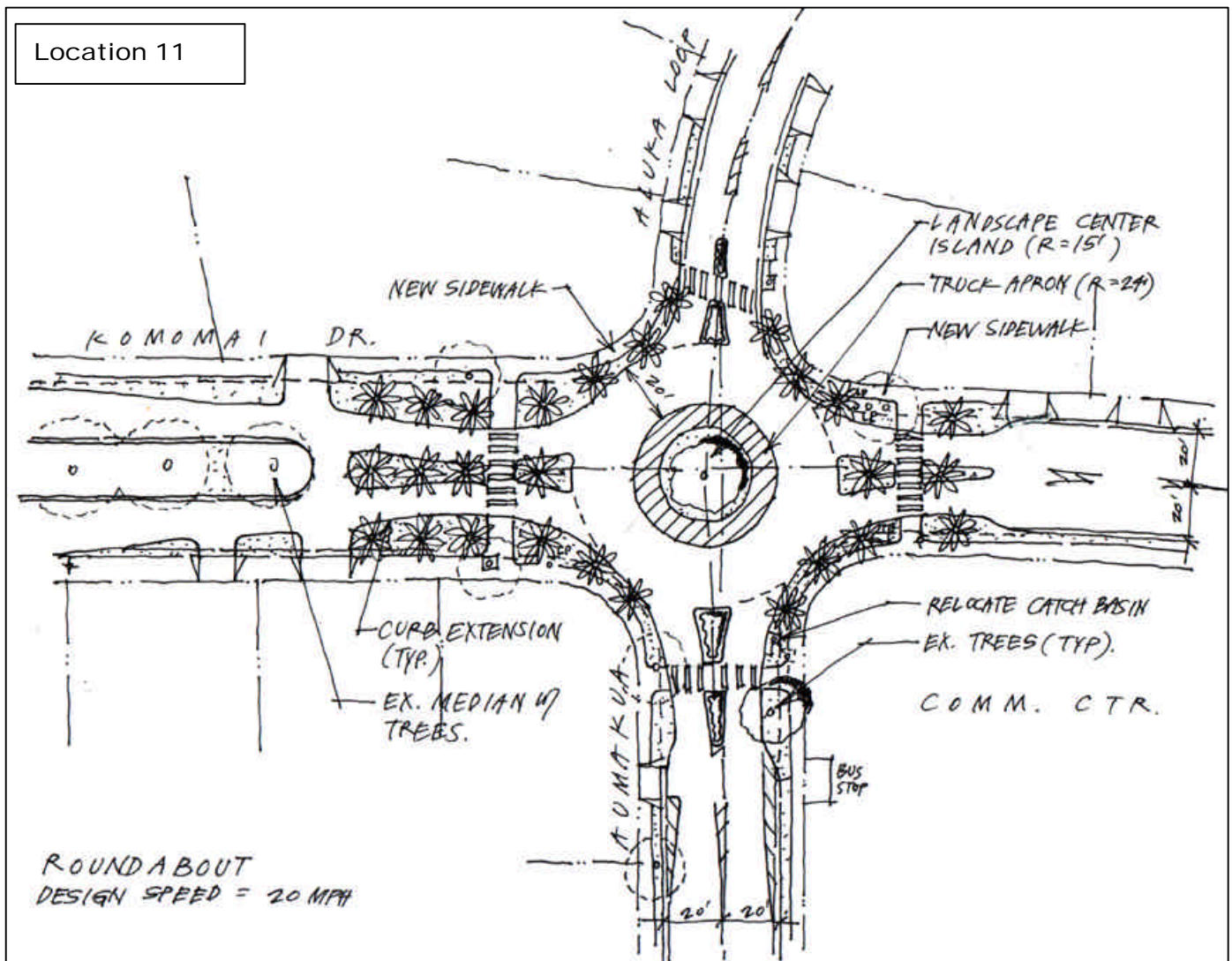


The design team offered two alternatives for flat-topped speed tables on Amo'omo'o Street (see p. 17 for detailed description of speed tables). Either alternative would work well, but **Alternative 1, with median**, is recommended to provide a greater reduction in speeding. **Alternative 2** would have less impact on parking if that becomes an issue.

At least two speed tables should be installed on Amo'omo'o Street, clearly visible from either entry to the street. They should be carefully located between driveways to minimize parking displacement. For use as a mid-block crosswalk, the table should meet curb height, and a standard brushed concrete texture should be used to minimize chance of pedestrians slipping and falling. The concrete could be colored and lightly stamped or scored with a pattern.



Location 11



This roundabout was designed for the intersection of Komo Mai Drive and Aumakua Street. If built, this would be the largest roundabout on the island to date. It is designed for a maximum vehicular speed of 20 miles per hour. It would provide better access to the adjacent community center and better traffic control at this heavily used intersection. The roundabout would accommodate the bus route and school traffic, and could be heavily landscaped and very beautiful.

Residents thought a roundabout was a good idea at this location, but did not consider it as one of their top priorities for implementation. At the second workshop, some residents thought it would be better to place a roundabout a block farther down Komo Mai at the entrance to Pacific Palisades. This could then act as a gateway treatment and set the standard for motorist behavior throughout the neighborhood.

A roundabout at either location would work, though the Aumakua location above – as first identified by many residents at the initial charrette – is a busier location with more cross-traffic and pedestrian activity, due to its location and the number of homes it serves via adjacent connecting streets. For these reasons, the existing location is still preferable for future implementation.

## **FOLLOW-UP WORKSHOP**

The second neighborhood meeting was held on June 6, 2000. The purpose of this workshop was to present the designs the Traffic Calming Team had generated using the residents' input from the May charrette. Several good comments were made and the Traffic Calming Team responded as follows:

Q Are we trying to beautify the neighborhood or make it safe?

A: The first priority is safety, but as a bonus, you can make the treatments look much more beautiful. The landscaping is part of the engineering, helping to make the devices visible from farther distances.

Q: If we put in a lot of nice landscaping who takes care of it?

A: That is something you will have to decide before the treatments or features are installed. Many times neighborhood groups choose to adopt the treatments and take responsibility for them. You have indicated that you would like to see landscaping that was about "middle of the road" in terms of maintenance and price. You can work within your community to see where maintenance agreements might be made.

Q: I live near the intersection of Aumakua and Komo Mai. My driveway goes through the bulbout. How does the garbage truck and mailman get to my house?

A: The designs presented at this workshop are conceptual, meaning they are intended to show you how the general concept of each of these treatments would work in your neighborhood. After you have approved and prioritized these designs tonight, the next step is to move into more detailed design of the prioritized measures. The consultants working on that design will take all these questions very seriously including mailboxes, trash pick-up, drainage, etc. It may be the case that your

mailbox will be moved so it is more accessible to the mail carrier. Good design will make sure all necessary activities are still possible, even with a beautiful roundabout at the intersection.

Q: How long do you study a treatment before you know if it is having the desired effect?

A: Generally around six weeks. Sometimes a little longer.

Q: Can Emergency vehicles still make it through if you say you have to redirect other large trucks?

A: Absolutely. Just like other drivers they will need to slow to reasonable speeds. However, emergency vehicles have special authority to jump curbs and medians if needed. Ambulances don't need to worry, but some of the larger fire trucks may need to use the 'mountable curb' feature of the truck aprons and mountable splitter islands at the smaller roundabouts. The drivers are specially trained to drive quickly and cautiously. The roundabouts at the intersections are actually better for emergency vehicles because they will need only to yield and proceed into the intersection rather than coming to a complete stop.



## Summary

The primary objectives of this process were to: 1) identify issues and concerns, 2) come up with workable solutions, and 3) most importantly, have the residents and board members develop a sense of ownership and commitment to solve the problems that affect their safety, property values and quality of life. This is a citizen's hands-on program, working with government officials. Citizen input is essential to its success.

Pacific Palisades residents at the second workshop agreed on a prioritized list of the first four projects to be completed. These intersections and segments of road need the most attention, and have designs the community wants implemented in their neighborhood.

### *Priorities (from 2<sup>nd</sup> workshop)*

1. *Roundabout at Palisades Elementary School entrance (p. 19)*
2. *Roundabout or median crosswalks at Akepa and Auhuhu (p. 15-16)*
3. *Painting lanes on Komo Mai (p. 12)*
4. *Crosswalk on Auhuhu at Palisades Elementary School (p 18)*

### Next Steps

The process used to date has led to consensus building, workable solutions, and an effective partnership between the county and the neighborhood. The following additional steps are recommended. This should ensure that issues will be properly addressed, costs minimized, and results will have their maximum benefit. If ownership of the problems is still weak or lacking, stay on track. The following steps are vital.

(1) Form a Pacific Palisades Transportation Task Team. During the follow-up workshop there was some discussion about who in the community would further develop this process and then follow through on the

construction of the designs the neighborhood selected. This internal team is necessary to keep the ball rolling. The team should meet regularly to help refine the plan and work through implementation strategies with city staff.

(2) The neighborhood association or other groups can also survey local residents (door to door) to share copies of this report, and to gain added insight and support. Other effective means of continuing to build consensus might be to conduct an Open House at an area residence or hold a block party or other event.

(3) To see visible changes immediately, residents should begin by being more cautious with their own driving in the neighborhood. Most of the streets in Pacific Palisades are only two lanes so motorists may only drive as fast as the prudent driver.

(4) Once a construction budget is allocated, schedule final engineering designs and construction of improvements.

(5) Several of the recommendations included new landscaping features. Neighborhood residents indicated that they would prefer medium levels of landscaping. The Transportation Task Team should work with residents to determine who will care for the new treatments, and enter into a Neighborhood Maintenance Agreement with the City.

